than the analyses of the water and the description of its therapeutic effects. Gen. Andrew Lewis gets the credit for having discovered had flows by them and the Greenbrier River, into which it flows. Nathan Carpenter, whom the Indians killed, was the first settler on the land around the springs, and the mountain south of the White has since been called Kate's Mountain, after his wife. At least that is what the story is, and a man who doesn't believe everything he hears when he is at the White will miss a great part of his pleasure. The waters were used for madicinal purposes about the time of the bedaration of independence, and before the end of the sentury houses had been built around the springs, and people one, and before the end of the water by dropping hot stones into it. James Calwell look charge of the property, and about the time of the second war with Ingland it was a flourishing summer resort with a number of cottages, and its fame was known throughout the South. From that time on until the American civil war, it constituted the great pleasure resort for the best people of the South.

Almost every structure here antedates the war. The hotel, one of the largest in the United States, was built before that period, and its old-style arcentectures, seems and of the property of the people of the South.

It is a huge building, 400 feet long, exert the girls. It is a huge building, 400 feet long, exerting over an acre of ground, with large bailroom, and a dining room 300 feet long, exerting over 1,200 people at one time. Altogether, the hotel and cottages will hold 3,000 people, and the grounds include 12,000 acres.

The cottages and the system of assigning rooms is to a Northern man one of the most movel things about the riace. As stated before, the root ages, hame after the States of the South. With a band stand and lawn in front of it. Around the hotel, several inner contages, mand after the States of the South with two rows for Virginia, and a row for Floridas, for Alabaiana, the Root of the provide and t

glassics, the corn bread, the delicious bacon, and the other luxuries which it has taken generations of colored cooks and the days of siavery to originate.

The hotel har is down in the basement under the hingza with vines in front of it and comfortable rocking chairs behind the vines. Everything served at the bar costs a quarter, puleps, whiskey, or anything except cigars, the salo of which is conducted exclusively upstairs in the office. The bar has been run by the same man for many years. One noticeable and baneful thing about Southern mixed drinks is the amount of sugar put into them. Instead of running to lemon pulce, biffers, and flavorings of various kinds, as in Northern barrooms, the Southern lartender runs to sugar, several spoonsful of which go with a drink. This seems to defer the action of the liquor and to keep it longer when it comes.

It is sad to observe the decadence of the straw. Some obnexious genius nas invented a nickel strainer which can be put in a glass to strain out the lee and the sprigs of mint. This strainer has taken the place of the old time sweet-tasting straw which at the White has descended to be used for lemonades and claret punches, while a nickel strainer is applied with the julep—something which would bring Julep Jacob down to an honored grave wore such an innovation to be made at the gambling house.

The baths are of the old-fashioned kind, without marble tiling or elaborate arrangements. The bath house is a long two-story huiding with forty or lifty rooms on a floor. The lower floor is reserved for men and the upper floor for women, each division being reached by a separate path and stairway. There is a little reception room hung with pictures of old-time Kentucky race horses and events which interested people forty years ago. The sulfur research of the spring is the top of the water. The hades come straight-back chairs which are found all through the South. Withn, the bathrooms are arranged on either side of a wide hall. In these spartments, as large as many New York bed incz chairs. A fiardwood table convenient to lay peace on, and some looks for clothes in the wai with a sheet over them to keep the dust from the garments when the room is swept. The floore are bare or have a little matting on them. There is no wail paper and the white on the walls comes off if you rub against them. The doors are so low that a moderately tall man has to stoop in going through them. There are locks and boits on the doors, but the boils are generally broken and no one thinks it worth while to try to get a key that will fit the locks. It is rare that anything is stolen.

come serious until the man is desperate. THE BEAST WAS NOT LARGE,

nels or the cutaway coat and striped trousers of an alternoon tea.

In the evening it is as pretty. The electric lights seem out of place in the old-fashioned ballroom. The nen make a better background in their uniform dress coats than in the mixed attire in which they appeared in the morning. The girls have left off their hats, and their bare shoulders and arms have taken the place of the light fluffy things and the bare firm hands of the morning.

Of course everybedy mascaline falls in love with the Southern girls. They are a combination of frankness, self-reliance, and connecty, sincere in their thoughts, true and pure in their actions, and too feminine not to be pleased at a man's devotion. Love with them never begins seriously, and they never let it become serious until the man is desperate.

But When the Express Train Struck Him the Passengers All Knew It. Norwice. Aug. 16.-The long, heavily laden steamboat express from Boston was swinging across the State of Massachusetts toward the Connecticut border the other night, when suddenly, in a dreary wooded piece of country, it ran over an animal on the track. The night was as dark as a pocket, and a driving thunderstorm lashed the cars. No one of the 1,200 passengers saw the accident, or even feit the shock of the collision; moreover, the train was going at fifty miles an hour, and the scene of the catastrophe was left far behind in a moment; yet everybody on the express, from the engineer in the locomotive chamber to the train hand on the rear platform of the hind car, drew one long breath and knew in an instant exactly what sort of a beast had been crushed beneath the steel wheels, whose stark body was stretched on the ties a mile astern. Everybody smiled just once, and then the tall brakeman on the rear platform said: "We've hagged that piece of game as sure as you live."

There was quite enough aromatic reminiscence of the rencontre to pass around among the eight cars, smoker and baggage car, and locomotive, with plenty of it to spare for the actual scene of this occurrence. The tall brakeman also said lugubriously: "Such things will happen to a train in the country at night, but it a sort of hunting we don't hanker after. It will take twenty-live miles yet to run out of the influence of it. The brakeman's computation fell far short of the truth, for when Putnam. Conn., was reached, after a forty-five-mile run, the memory of the incident was still fresh in the minds of the passengers, who smiled no more; and an hour later when the express rushed into Norwich inquisitive people on the railway platform here sniffed once or twice and remarked facetiously: "Ah. yes; I see. Hit something up the road. passengers saw the accident, or even felt the shock of the collision; moreover,

LUXURY ON THE RAIL.

HOW PRIVATE CARS, DINING CARS, AND SLEEPERS ARE RUN. Curiosities of the Rusiness-Better to Hire

a Private Car Than to Own One-A Com-pletely Furnished House on Wheels, Money will buy more in the way of luxury now than ever before in the world's history. Most of the cheep and "necessary" comforts of to-day were unattainable by the million-aires of imperial Rome in her most glittering and artificial epoch. The tons upon tons of gold which Crassus brought back from the wars had to be fetched in carts, instead of being shipped as Uncle Sam's yellow treasure was the other day, by special lightning ex-press. Lucullus might enjoy the finest dinners imaginable, but he could not eat them while flying over space in a completely furnished house at sixty miles an hour. The Senate of ancient Rome, like that of the United States to-day, was largely composed of very rich men, but the wealthiest of them did not have private railway cars. Mr. Thomas Scott of Erie is the only Representative who ever came to Congress in a private car, but it is getting to be quite the fashion for Senators to use such aristocratic vehicles. Mr. Brice of Ohio has a car of his own, elaborately fitted and furnished. Senators Blodgett and McMillan are wealthy railway men, the latter a manufacturer of cars, and both possess similar converances for their personal use. Leland Stanford has a particularly gorgeous one.

However, a private car is not such a very costly thing. It is a luxury not beyond the reach of moderate wealth, as means are estimated now. You can buy one of the finest kind, with fittings and appurtenances complete, for \$25,000. It is simply necessary to go to one of the palace car companies and order it built, selecting any of the sample models offered for choice, or you can submit your own plans, so that your travelling house shall be arranged as best suits your notion of elegance and the comfort of your family. In the latter case, such plans will be subject to modification in accordance with certain necessary requirements of the rallways. It need hardly be said that they cannot be expected to transport over their roads rows of Queen Anne cottages and varied architectural freaks on wheels. On completion, the car will be delivered as freight by sail to the purchaser at any point in the United States, Canada, or

Mexico which may be indicated by him. At the same time it is not ordinarily worth while for an individual, however rich, to own a car, inasmuch as it is only semi-occasionally that he wants to avail himself of such a convenience. Only about twenty-five persons in the United States possess pieces of personal Which," he continued. "I will overast for you, seeing that you don't wag the splendid property of this kind, and nearly all of them are railway proprietors, like Messrs, Jay Gould, Stanford, Huntington, and the Vander-like and the stanford of the stanfor property of this kind, and nearly all of them are railway proprietors, like Messrs, Jay

to various points for such luxuries as may be obtainable at the markets in different cities, thus arranging for fresh fruits, butter and eggs, and even for a newly-cut bouquet to be put on the table every morning at breakfast. All this is susceptible of variation. One can engage an ordinary sleeping car for \$40, a sleeping car with buffet for \$40, or a dining and observation car combined for \$40. A hunting car, provided with kennels for dogs, racks for guns, fishing tackle, &c., costs only \$150 a day. Service and all incidentals are in every case thrown in.

But one can do better than this if he has plenty of money to spare. He can hire a complete travelling hotel for \$210 a day, in the shape of an entire train, consisting of four sleeping cars, a dining car, and a buffet smoker. An observation car may be added at an expense of \$40 more. The buffet smoker represents, in some respects, the highest development of the modern parlor car. It includes a bar, a barber shop, a bathroom, and a library, wherein can be found books, writing material, and the newest magazines and pictorial and daily papers. In short, it is a small club on wheels. There is no other country in the world where luxury in travelling is so highly appreciated as it is in the United States. Abroad it is said that the only people who go by rail first class are the nobility and Americans. Of course, the person who charters a whole train must pay for transportation eighteen fares per car, though west of the Mississipal the minimum rate is usually, iffstates. Abroad it is said that the only people who go by rail first class are the nobility and Americans. Of course, the person who charters a whole train must pay for transportation eighteen fares, No car can be rented for the prices above given for less than three days.

It has recently become the fashion for actresses to travel in private cars. Nowadays a conspicuous star usually insists on being provided with such a convayance as part of the contract for a tour which she signs with her manager. Hernhardt always carries a small menager with her, which could not very well be accommodated in any public vehicle. Mrs. Langtry used to go about the country in a chartered car, which was side tracked during the summer months at Long Branch or eisswhere. Theatrical companies very commonly hiro one or more cars while travelling, that being a convenient method of transportation.

Dining cars are usually owned by the rail ways and are managed by the nalace car companies. Ordinarily they are run at a considerable loss, being attached to trains merely as an attraction to passengers. The expense of conducting them is enormous. To begin with, there are ten servants attached to each car. There is a steward, who has full charge, superintends everything, looks after the comfort of the guests, takes in the money for meals, and makes reports to the company. Hereceives \$100 a month. There are four cooks, because many dishes have to be prepared at once and without delay. The head cook gets \$15, and the other three respectively \$55, \$40, and \$30 a month. There are four cooks, because many dishes have to be prepared at once and without delay. The head cook gets \$15, and the other three respectively \$55, \$40, and \$30 a month. There are four cooks, because many dishes have to be prepared at once and without delay. The head cook gets \$15, and the other three respectively \$55, \$40, and \$30 a month. There are four cooks, because the receipted bills to his employers. At principal points, lowers, the company has salaried buyers, who supply

dentals besides. Thus it is not surprising that the business is a losing one.

Arrangements made between the palace car companies and the railways regarding sleeping cars vary very much. Sometimes the latter pay as much as two or three cents a mile for the use of each sleeper, where, as is particularly apt to be the case in the South, the passenger traffic is not sufficient to repay the car companies. In such cases a railroad is often obliged to provide the necessary conveniences at a loss to itself. The item of washing is a very costly one in the running of sleeping cars, inasmuch as no piece of linen is over used twice without going to the laundry. A sleeper, on leaving New York for Chicago or St. Louis, receives a stock of 120 linen sheets, 120 pillow slips, and 120 towels. This gives change for two nights. Fifteen or twenty clean towels are always kept on the washistand. The washing is done in New York, Boston, Buffalo, Chicago, St. Louis, and other cities, being given out in great quantities at the low rate of Si per 100 pieces. An equipment of linen lasts about one year, at the end of which it must be renewed. It is purchased at wholesale, S50,000 worth at a time.

The quantities of smail household supplies required for these cars are astonishing. One company, for 700 such vehicular conveyances, uses up every thirty days. 2,400 dozen cakes of toilet soap, 1,200 dozen comba, as well as a yast number of sponges and feather dusters. Mattresses and blankets are provided and replaced at the factory, to which every car goes at regular intervals of four or five months for tinkering up and general repairs. In conclusion it may be as well to state that porters on aleeping cars do not depend for remuneration wholly upon tips, as is popularly imagined. They get from \$30 to \$50 a month, according to length of service and ability. There is a regular scale of promotion for all the servants employed by the palace car companies.

IN LOVE WITH THE WORLD.

The Man Awakes in Hilarious Mood and Leto Mimnelt Out.

When I went into the man's studio he was whistling "Annie Rooner," the while he scum-bled his canvas and cocked his head to one side to observe the effect he was producing. Anon he would dance back to the wall in the manner of Whistler making a pencock room, and then he would come prancing back to the easel after he had considered and properly mixed a dab of color on his palette, jab the brush at some spot where it would do the most good, spring into the air like a kangaroo in some moment of great spiritual exaltation. alight, pause, consider, cut some new frantic antic, and so back to his canvas again with a bound and a whoop of sudden insight.

"Feel good this morning, don't you?" "Du hase recht, mein Kind!" sald the man. and then he warbled from Otto Roquette's

Waldmeister's Brautfahrt:" Noch ist die binehende' goldene Zeit.

O. du schoens Welt, wie bist du so weit! Und so weit ist mein Hers und so blau wie der Tag, Wie die Lueftedurchjubeit von Lerchenschlag,

"Which," he continued, "I will overset for you, seeing that you don't twig the splendid

turned her lips ui, sighed, and I kissed her plump on her lips. Incidentally I may remark that early last evening at the club I received a commission for a pleture which will not me a fabulous amount of cash. This gave rest to my perturbed soul, then well-nigh plunged in a guif of dark despair, and then sprang up the sun within me, making all my bowers ring with melody. The canabilities of my soul are great, and they burgeon and bloom under the yellow light of gold. Fretty soon I shall walk the pavements like a thing of life, and get my boots blacked mornings."

"I should think you'd buy a pair of russet shoes, and so save the trouble of getting your shoes shined."

"I don't regard it as a trouble, but as a pleasure," said the man, "and even as a luxury, after months of deprivation-and compulsory lavishment of all my black nigments and varnish on my footgear. Oh, it was terribio! You remember the old song, don't you?

"In the days when I was hard up, With little bits of wire."

"It was your own fault. You wouldn't work."

Note remember the old song, don't you?

"In this days when I was hard up.

With nether food not five.
I used to it my shoes up.

"It was your own fault. You wouldn't work."

"You ought to leave such remarks to women." said the man. "They are lunatical. pragmatical. dogmatical, and problematical, and when they mean anything at all it is that if you had been a different man you would have done differently. People are talking at random when they make remarks like yours. Don't you remember how the monks at the convent of santa Maria delle Grazie at Milan grumbled and scelded Leonardo da Vinci for what they called his laziness in painting the 'Last Suppar' on the walls of their relectory, simply because he had to brood and meditate and walt till his mind got into proper trim? What a man does, and in how long a time he does it depends on atavism and environment. If I may use the jargon of the scientific schools. Come now! Every man is the graveyard of his ancestors, and his subconscious activities are what were one the conscious activities are what were made better by their presence.

"Or 'for their living'—I don't know whether I have the words exactly right or not, for my grandfather's minement, if it is sudden danger of a transects itself and, without thinking, he immediately is the meaning of the conscious and it have a long account to sottle with our ancestors when time shall have come to the end of its tether and so has to turn stoll and provided and I have a long account to sottle with our ancestors when time shall have come to the end of its tether and so has to turn stoll and provided and I have a long account to sottle with our ancestors when time shall have come to the end of its tether and so has to turn stoll with our ancestors when time shall have come to the end of its tether and so has to turn stoll whom they have got as far as 'Wiki

THEY COUNTED THE MINUTES.

The Travellers Suffered Agonies of Fear at the Desperade Sat Glowering at Them,

A crowd of ten had been sitting in the Hoffman House bar room all the evening telling stories. This stranger with a broad-brimmed hat had been admitted to the circle early in the night, and had listened attentively, but had not talked. It was near midnight when one of the circle demanded a story from him. "Really, gentlemen." said the stranger, "I'm not much of a story teller, but I can tell you of an experience I had. It was the time I came nearest being scared to death. My friend George Wood and I had been out in the mountains in Tennessee prospecting for coal mines all day, and it was coming on toward dusk. We hadn't seen a living soul or a habitation of any kind in the whole journey till we came to this hut. A white-haired old darker sat by the door humming a salvation hymn. An old woman, evidently his wife, was flxing hoe cakes, and the smell that came from her kitchen was most delightful. We hailed the old man, and he bade us welcome. The old woman came out and greeted us as only the old mammies can, and then she bustled around and increased the supply of hoe cakes.

"It was dark when supper was ready, and then there came an addition to the family in the shape of the most villainous looking negro that I ever saw in my life. He looked the brute if ever a man looked it. He was fully six feet three inches in height, with coarse features, a coarser tongue, and a surly manner. We felt instinctively the moment we laid eyes on him that he was probably the wickedest man in the whole mountain region, and it made us feel uncomfortable, especially as we had arranged to spend the night at the cabin The aged couple had assured us that the next house was ten miles away, beyond a little mountain pass, hard to travel over at night.

house was ten miles away, beyond a little mountain pass, hard to travel over at night.

"This big brute of a negro had a rific, which, as he came in, he flung down by the hearth, making some savage exclamation as he did so. We realized that we were in for it, as it was impossible for us to reach the next house in the darkness, strangers that we were. We were flunden the use of the corners of his eyes. We were glad enough when the meal was over. We all sat around the big open lire for a while and then the old couple went to bed, leaving us alone with the big negro. He had never a word to say to us, but every time we looked at him we could see that he was watching our every movement and he had his foot on the rife which lay by the hearth. George and I. of course, had revolvers, and after a whilspered consultation we decided that the only thing to do was to go to bed with these weapons held in our hands under the bed clothes cocked and ready for use, and we agreed that at the lirst sign of an attack we would shoot.

"It was about 10 o'clock when we lay down. We had hoped that this fellow would go off to bed himself. But he still sat by the lire and showd no signs of moving. We were in no condition to sleep and didn't sleep. I'm not often afraid of a man, but here the continued suspense was fearful. I left that every individual hair on my head was standing straight up, and was very rapidly turning grav. I reached my hand softly over and touched the fingers of George. They were as cold as ice. He responded to the touch with a squeeze, I knew he was as bad off as I was.

Half an hour passed. It seemed an age. I felt that I couldn't stand the thing much longer. I was getting weak. My head was partly buried in the oilew, but with one eye half opened I could see the figure of the savage watcher and eaught his furtive glances toward me. Finally I decided to draw him on. I was certain he meant murder, but anything. I thought, to get the thing over. I began breathing heavily, as a man does in a sound silen. One—two the han "This big brute of a negro had a rifle, which, as he came in, he flung down by the hearth,

"Now I lay me down to sleep.
I pray the Lord my soul to keep.

"But my partner and I had been scared nearly out of our lives before they came."

STRANGELY TREED BY A BEAR. The Man Inside the Tree Trunk and Able to Make a Winning Fight. From the Philadelphia Times.

The Man Isside the Tree Trush and Able to Make a Winning Fight.

Town the Philadhykia Trush.

Some forty years ago, shortly after the Mexican war, while yet in my teens, I was badly affected with pulmonary trouble. It was decided that I should seek a warmer climate. Freezing and the crimate seems of the control of the property of th

LANGUID AND LUKEWARM

IN THE NATIONAL CANPASS IN BOTH .. OF THE TWO GREAT PARTIES.

By the Discontinuance of October State Elections One Reason for Early Work Has Been Removed-The Great Cost of a Long Campaign Also Induces Delay-But the Middle of September Will See a Vigorous Contest Well Under Way.

As respects outward activity, the present

Presidential contest is, up to date the most languid and lukewarm on both sides known for many years. Gen. Grant was first nomi-nated for President by the Republicans on May 20, 1868, and he accepted the nomination in a letter of memorable brevity, which closed with the expression, "Let us have peace." on June 1, eleven days later. The appearance of his formal acceptance inaugurated the campaign, which lasted for five months. Gen. Grant was renominated for a second term on June 6, 1872, and wrote his letter of acceptance on June 10, four days later. On July 23 of the same year, Roscoe Conkling began his can-vassing tour for Grant, and on July 31 James G. Blaine entered the field, and the Republican campaign was in full blast by Aug. 1 all along the line. R. B. Hayes was nominated on June 15, 1876, and accepted the nomination on July 14th, twenty-nine days later. No time was lost in beginning that canvass, and it was at full head by Aug. 1. Garfield was nominated on June 8, 1880, and accepted on July 10, thirtytwo days later. The Republicans started their canvass on the 10th of August, had their State ticket in the field in New York on the 24th, and Gen. Garfield took the stump in Ohio the day following. Blaine was nominated for President on June 7, 1884, and accepted on July 10, forty-two days later. Harrison was nominated on June 27, 1888, but did not accept until Sept. 11. The beginning of the campaign, however, was not delayed until the Presidential candidate was heard from. The local Republicans began their fight on Aug. 10 with a reception to Blaine, and Warner Miller was in the field for Governor on Aug. 28. So far as the Republicans are concerned, therefore, they should, according to all previous precedents, have begun the canvasa of 1892 tion was called to order on June 7, and more than two months have clapsed since then, with the representatives of the Republican party still resting upon their arms and waiting for the procession to move.

With the Democrats the case is not much

different. Horatio Seymour was nominated on July 11, 1868, and he accepted on Aug. 4. twenty-four days later. Horace Greeley was nominated for President by the Baltimore Convention on July 2, 1872, and he accepted the nomination on July 10, eight days later. Samuel J. Tilden was nominated for President on the 28th of June, 1876, and he accepted on July 31, thirty-three days later. Gen. Hancock was nominated for President on June 24. 1880, and he accepted the nomination on July 20, thirty-five days later. Cleveland was nominated on July 11, 1884, and accepted the nomination on Aug. 18. thirty-eight days later. He was renominated on June 6, 1888, and accepted on Sept. 8, more than three months later, the delay on both sides having been longer that year than at any time previously. and the canvass on both sides having been slow in starting. This year's Democratic Consention assembled on June 21.

There are two reasons why political canvasses for President should be shorter nowsdays than formerly, which are traceable to changed political conditions. A third and incidental one is due to the personality of this year's candidates.

The two reasons for the shortening of Presidential campaigns nowadays are: First, the absence of early elections, and second, the on-

erous cost of a long canvass. Twenty years ago about one-half of the States chose their officers in advance of the general national election. North Carolina voted in August, Vermont and Maine in September, and Georgia, Pennsylvania, Ohio, Indiana, Nebraska, and Iowa in October. To prepare for these elections it was necessary to have an early canvass, and the principal speakers were first sent to those States which held their elections in advance of the others, and every inch of the ground was disputed during the summer and early fail months, success in the preliminary elections being accepted as a sure indication of the re-sult in November. There are no longer any "October" States. Alabama votes in August, and Vermont and Maine in September, but the

and vermon and stame in septement, our mis former is overwhen intelly begodding to latter are overwhen intelligible of the country of the three. The absence of preliminary elections of real import is, there-iore, the chief cause of the tardy beginning of Presidential campaigns. The other reason is one of expense. When the barbace we was the most popular form of campaigns ing, and roast beef for all comers, washed down by cider or beer, was the only needful attraction for a crowd, in a grove, a public square, or country crossronds, they are not made ing meeting would serve sufficiently the purposes of a country during an entire campaign. The great sneakers were accustomed to make in a canvass, five or six speeches at different points, and those, generously recorded in the papers of the State, served to acquaint the papers of the state, and the state of the